

HIGHLY IMPORTANT FROM ALBANY.**Central Railroad Project Revived.****THE BROADWAY AND CROSS-TOWN RAILROADS****Full Exhibition of the Personnel and Machinery of these Schemes.****Final Vote on them in the Senate to be Taken To-morrow.****Broadway Legislators, Grantees and Lobby Agents in Due Procession.****Ownership of Our Present City Railroads, Etc.**

From an Occasional Correspondent.

ALBANY, March 26, 1865.

"BIG THINGS AROUND—HUSH! HUSH!"

Speech is silver, but silence is golden, says an old German proverb, which appears to have been adopted by those in action by the vast swarm of experienced and eager lobbyists who are now here attempting to push through those two greatest swarms of the day—the Broadway and Cross-town Railroads. For the reporters of our various papers who are stationed here on duty, to come out openly in favor of these measures, might lead to inquiries and involve said reporters in trouble with their respective editors—the editors, very likely, not being able to "see things in that particular light." A judicious silence, therefore, is the best aid the Lobby can hope for; and for the last few weeks the universal whisper of "Hush! Hush!" has only been interrupted by, or rather mingled with, the crisp rustle of passing greenbacks. "Oh breathe not your names, let them sleep in the shade," have been the words of command from Major General Jake Sharp's city railroad headquarters at the Delaware; and for evidence that he has been in the main obeyed with military promptness and fidelity, you may consult the "Albany letters" of the past three weeks in all the New-York daily and weekly journals—your own, of course, excepted.

THE CURTAIN GOING UP—GRAND PROGRAMME OF PERFORMANCES.

This silence, your correspondent, to his own financial prejudice and the public good, now proposes to break in a very decided manner—pulling up the curtain before the actors are all duly poised in their parts, and showing the whole details of ploys, wher-traps, dislocating views, and other machinery which are already prepared for the Senatorial production upon next Tuesday, "with all the modern improvements," of the great Broadway and Cross-town. The entire strength of both the Broadway and Cross-town companies will be exhibited in this letter—each actor being assigned to a part in which experience has made him perfect, and the whole being under the direct stage management of that veteran supervisor of such arrangements who is known in the circles of the initiated as the "Old Man." There will be the "clear-grit Broadway and Cross-town Senators" coming up smiling for the first round, with Messrs. Law, Sharp, Leary, Frennan, Devlin, and Sweeny acting as their battle-holders in a corner of New York; George Beach of Green County, Grant M. Allibone of Delaware, Palmer E. Rivers of Essex, Cheney A. Osceola; Frederick Julian of Chancery; Stephen K. Williams of Wayne; Stephen T. Bay of Steuben, and Wm. Argall of Allegany—this last named Senator being Chairman of the Committee having special charge of preparing these Broadway, Cross town, and all similar measures.

PROPOSED BROADWAY, CROSS-TOWN AND CENTRAL RAILROAD COMBINATION.

Next Tuesday is the day set apart by the Senate for the final consideration of the Broadway and Cross-town measures—but being quite likely, however, that a vote of further postponement may be carried on that day by a junction of the Broadway, Cross town and Central forces, in order to give the engineeers of each concern more time for arranging the particulars of a bargain, which, carrying one measure, is to carry all three—the thirteen "clear-grit" Broadway and Cross-town Senators being willing to go solid for the increase of fare on the Central Railroad. If the "Central" follows can, and will reciprocate the obligation by giving them enough votes to carry through their pet inquiries. The plot you see is a mighty pretty one if it will only work, but that it can't be made work, and certainly "won't wash," is the opinion of the longest and oldest heads in this vicinity—Dean Richmond being opposed to any such coalition, and swearing that, even if successful this year, it would raise such a storm next year against the "Central" that the very charter of the Company would be in danger. Behind all these petty intrigues, too, stands the shadowy figure of Gov. Fenton, "grand, gloomy and peculiar"—a mass of mysterious silences wrapped around his thoughts, in his eyes a "Cats'-twinkle" of amusement and curiosity, and in his red right hand a concealed weapon, which Jake Sharp now declares, with many a threat, he "believes to be a veto."

HOW THE CURTAIN IS POSITIONED OUT—"THE PARTIES IN INTEREST."

One robber had his rights—the Robbs, Billie-dock and spoon to chew chitticks."

And now first to talk of the forces, resources, grantees, and lobby agents of the Broadway project. The proposed grant—never mind the names printed in it—is divided as follows: For George Law, because he has power to enforce his claim, two-twelfths; for Matthew T. Brennan and Peter B. Sweeny, on behalf of the corrupt Democracy, two-twelfths; for Jacob Sharp and John Kerr, in consideration of their advancing the lines of war, two-twelfths; for the Weed interest, as the natural political owners of the Legislature, two-twelfths; and two-twelfths to be held in reserve for the condition of which Senator Strong is the representative—Senator Strong being the present Treasurer of the City Railroad, for the passage of which he "worked hard and did good service"; and this last road being the chief power and interest now pressing the passage of the Cross-town Railroad bill—a bill against which, therefore, we may of course expect Senator Strong to fight with every energy of his nature! This, however, is anticipating; and now let us return to our Broadway "motions"—who will soon, we presume, be as dead as any muttons ever sent down to New York over the Hudson or Erie lines.

QUINTY OF THE SINEWS OF WAR—"GOLDEN COMB-DIAL" FOR LEGISLATORS, AND "WATER" FOR THE STOCK.

Such being the men to be benefited by the bill, we find that the "sinews of war" for the campaign have been furnished by the Seventh Avenue or Parallel Railroad—this being the line which would be most seriously injured by the laying down of a rival railroad in Broadway, and which, therefore, wishes to protect itself by obtaining a share of the grant. Of this Seventh Avenue line, Jacob Sharp and John Kerr are now the two controlling proprietors; and—as an illustration of what these kind of people mean when they complain that a six cents fare does not pay them any return upon their investment—we may briefly mention as follows: The Seventh Avenue Road runs from Fifty-seventh to the Astor House, a distance of about four miles, and its probable total cost of construction with buildings, live stock and rolling stock may have amounted, the extreme outside, to half a million dollars. It is, nevertheless, declared to have a capital of \$2,000,000, with a bonded debt of \$1,600,000—about \$200,000 of this debt in extra bonds having been put out in Wall street not many months ago, and the proceeds of said bonds being now believed to be up here in Albany and employed in furnishing the fuel to get up steam for the passage of the Broadway masses—Mr. Jake Sharp is

person being the grand almoner and lord-bountiful of this gladiatorial charity.

THE GRANTEES AND THEIR "COMMITTEE"—"JACOB" DOING A LOT OF BUSINESS.

"These dweller in these woods and fastnesses—These shaggy woods, of whose names we hear, but never yet in the striding reach Of the forest have they had least to try."

The names used in granted in the bill, are of course, no account, or of little more account than the "Peter of Peter Grimes" and "Joseph Donelly" of a former Broadway scheme; or the "John H. Day" to whom our City Controller sold for \$101 the City bonds for which Mr. Andrew Mills of the Dry Dock Savings Bank had offered him \$105. In most of our City Railroad grants the names of the grantees cannot even be found in the directory; but, in the present one, the two last-named of these unknown gentlemen are supposed to be the representatives of the "Old Man"; while Messrs. Jacob Sharp and John Kerr have each placed the name of a son-in-law in the proposed measure. George Law has used, to protect his own two-twelfths, the names of one gentleman who is connected with his bank, and another gentleman who is the brother-in-law of his lawyer; while two other names are used as the representative "dumplings" of the Brennan-Sweeny interest.

The Seven-tenth road has "watered up" its stock to \$2,000,000, with a bonded debt of \$1,600,000. How much "water" would the Broadway stock be likely to absorb? If granted to these parties, and how much would be its bonded debt in two years from the end of this session? Individuals can be sued in such a connection; corporations can. Individuals can issue as much stock as they please; corporations can be limited. If the Broadway inquiry is to go through at all, let it be consigned to the care of a corporation, with a limited capital and with legal responsibility assured.

NEW-YORK, WITH TWELVE STITCHES IN HER SIDE AND HER BACK-ONE TRAVERSED BY THE THIRTEEN AGUE.

"The poor old woman was sick and sore,

I named, she said, by these wicked witches;

Her back the fell limbous bone;

And her sides were full of rheumatic stitches."

Time—on yon buncher—argues Sempronius Botts; but he talks to ems as deaf as if they were already stilled with peremptoriness the echo of which we needn't specify; and all of his amuses applying to the Broadway road are of equal, or even far stronger, applicability. The Seven-tenth road, running from the Dry Dock, foot of East Eleventh-st., to its terminus in front of Barnum's Museum; a road of brief route, large travel, very light expenses, and enormous profits. In fact, if George Law don't look out, the vigorous Jacob will soon be the "king of our City Railroads." As to the politicians, they only seek these grants to sell them again for whatever they will fetch; but Sharp is an excellent business man, and in more senses than one "a man of unbounded stomach," who is quite likely to pass away.

ROLL-CALL OF HONOR—NAMES OF THE "CLEAR-GRIT BROADWAY-PIANS."

"We love them, we tell you, we love them a heap!

Like children in distress, they shun;

And when they have lost us, they still call us,

Above them the last laugh is always ours."

We now come to the "clear-grit Broadway Senators"—the men who have proved their fidelity to this particular bill in many a desperate vote, and who may be relied upon, with perfect confidence, to go straight for this or any other similar measure in which "their friends" shall have been properly protected—"friends" meaning these political combinations of outside operators who have been the carbuncles of the Senate and jewels of our State Legislature during the last half score of years. Of these there are thirteen considered "certain"—a fourteen probably, but, as this forenoon man has not yet gone far to retract, we suppose him for the present, hoping that he may, even at the eleventh hour.

"By sentence done,

With bitter fates, with pastoral woes,

With many tears and many woes—

prevent the necessity of our placing the name before the public in the same roll-call of honor with that to which my even a "hippie thing" than Broadway itself, for the love to be the same as on all other roads, while the distance traversed will rarely need exceed one mile. We therefore find in it the best railroad project, which supply it with money just as the Seventh Avenue line supports the Broadway project; and, as president of the P.R.R., we have Senator Stepp, Lewis, Gov. Alford and John Parker. Also the "Sixth Ward family," including "Peter Grimes" and the "Old Man's Family," including our Corporation Counsel, whether Kerr and Sharp are in it, is not known to your correspondents; but we have here to add to our original stock of actors in the Broadway scheme an entirely new and very interesting body of performers who are known as the "Tax Office family," headed by Messrs. George H. Pease, Tax Commissioner, Assistant Corporation Counsel, &c., Dan Conover and Company. He also carries in his pocket the bill organizing the "Manhattan Land Company," otherwise known as the "Great Dirt Hill"—a bill very much of the original Port Gamble pattern; but so vast that its prototype beside it would be but as a weak beside Ossian—borrowing, and we fear, rather injuriously, one of Shakespeare's most passionate metaphors. Of this Manhattan Land Company, however, I propose to speak hereafter in a separate letter, the subject being one of very great importance and well deserving the attention of all honest citizens and the special protectors of that most useful body—the Citizens' Association.

QUOTATION OF ONE STANZA—COULDN'T STAND ANOTHER.

ANOTHER—from our "CRAZY POET."

On next Tuesday these Broadway and Cross-town monsters are to come up for judgment, being made the special order of the day, and as they have been billeted in their houses—an idea somewhere used by another writer—in their death, let us hope they will not be divided. They are the Siamese twins of the Lobby, and either must die or be separated. Their fate is to be given at the Eleventh road, on the downward road. Their statements are determined to bury it to the end as soon as possible. A number of them, through Rev. J. C. Fletcher, have asked for books, certificates, &c., on emancipation. The appeal made in these cases has reached a few important donations, but not half as many books, pamphlets, &c., as needed have been sent in. We learn that Rev. Agassiz, who kindly takes these books to England, does not leave until June; therefore let us all go to J. Wood, rev'd. at Worcester & Webster, No. 29 Broadway, between noon on Wednesday.

SAVANNAH.—Collector Draper, who arrived

home on Saturday, describes Savannah as being very quiet and the population sparse. The funds of nearly 100 Robert railroads still reside there, among them, the wife of Gen. Thomas Smith, formerly the head of the Color Department of this city. There are about 5,000 colored troops in and around Savannah.

THE SAVANNAH COTTON.—CITY OF NEW YORK.

As to the presence of this Cross-town affair, it is very numerous and great going up, being considered by many even a "hippie thing" than Broadway itself, for the love to be the same as on all other roads, while the distance traversed will rarely need exceed one mile. We therefore find in it the best railroad project, which supply it with money just as the Seventh Avenue line supports the Broadway project; and, as president of the P.R.R., we have Senator Stepp, Lewis, Gov. Alford and John Parker. Also the "Sixth Ward family," including "Peter Grimes" and the "Old Man's Family," including our Corporation Counsel, whether Kerr and Sharp are in it, is not known to your correspondents; but we have here to add to our original stock of actors in the Broadway scheme an entirely new and very interesting body of performers who are known as the "Tax Office family," headed by Messrs. George H. Pease, Tax Commissioner, Assistant Corporation Counsel, &c., Dan Conover and Company. He also carries in his pocket the bill organizing the "Manhattan Land Company," otherwise known as the "Great Dirt Hill"—a bill very much of the original Port Gamble pattern; but so vast that its prototype beside it would be but as a weak beside Ossian—borrowing, and we fear, rather injuriously, one of Shakespeare's most passionate metaphors. Of this Manhattan Land Company, however, I propose to speak hereafter in a separate letter, the subject being one of very great importance and well deserving the attention of all honest citizens and the special protectors of that most useful body—the Citizens' Association.

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